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Wesling

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(54) **ELECTRIC BICYCLE TRANSMISSION**

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(71) Applicant: **SRAM, LLC**, Chicago, IL (US)

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(72) Inventor: **Kevin Wesling**, Lombard, IL (US)

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(73) Assignee: **SRAM, LLC**, Chicago, IL (US)

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B62M 25/04	(2006.01)
B62M 9/10	(2006.01)
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Primary Examiner — William E Dondero

Assistant Examiner — Mark K Buse

(74) *Attorney, Agent, or Firm* — Milan Milosevic; Lisa Serdynski

(52) **U.S. Cl.**

CPC . **F16H 9/06** (2013.01); **B62M 6/55** (2013.01);
B62M 25/04 (2013.01); **B62M 25/08** (2013.01);
B62M 9/10 (2013.01); **B62M 11/16** (2013.01)

(57) **ABSTRACT**

The invention includes a multi-speed transmission for an electric motor propelled bicycle with multiple gear combinations for driving the bicycle that constitute the full gear range of the transmission. A portion of the full gear range is operated to shift automatically and a portion is shifted manually. Additionally, the control of the electric motor and control of the shifting operations may be integrated to allow the output power of the motor to be decreased during a shifting operation.

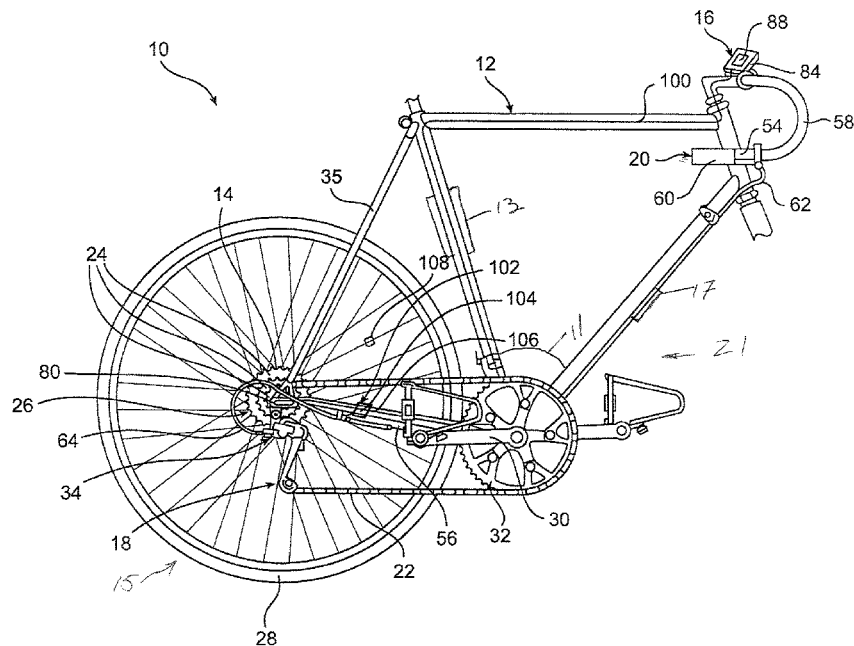
(58) **Field of Classification Search**

CPC F16H 9/06; F16H 59/00; F16H 63/00;
F16H 61/00

USPC 474/80, 82

See application file for complete search history.

22 Claims, 16 Drawing Sheets



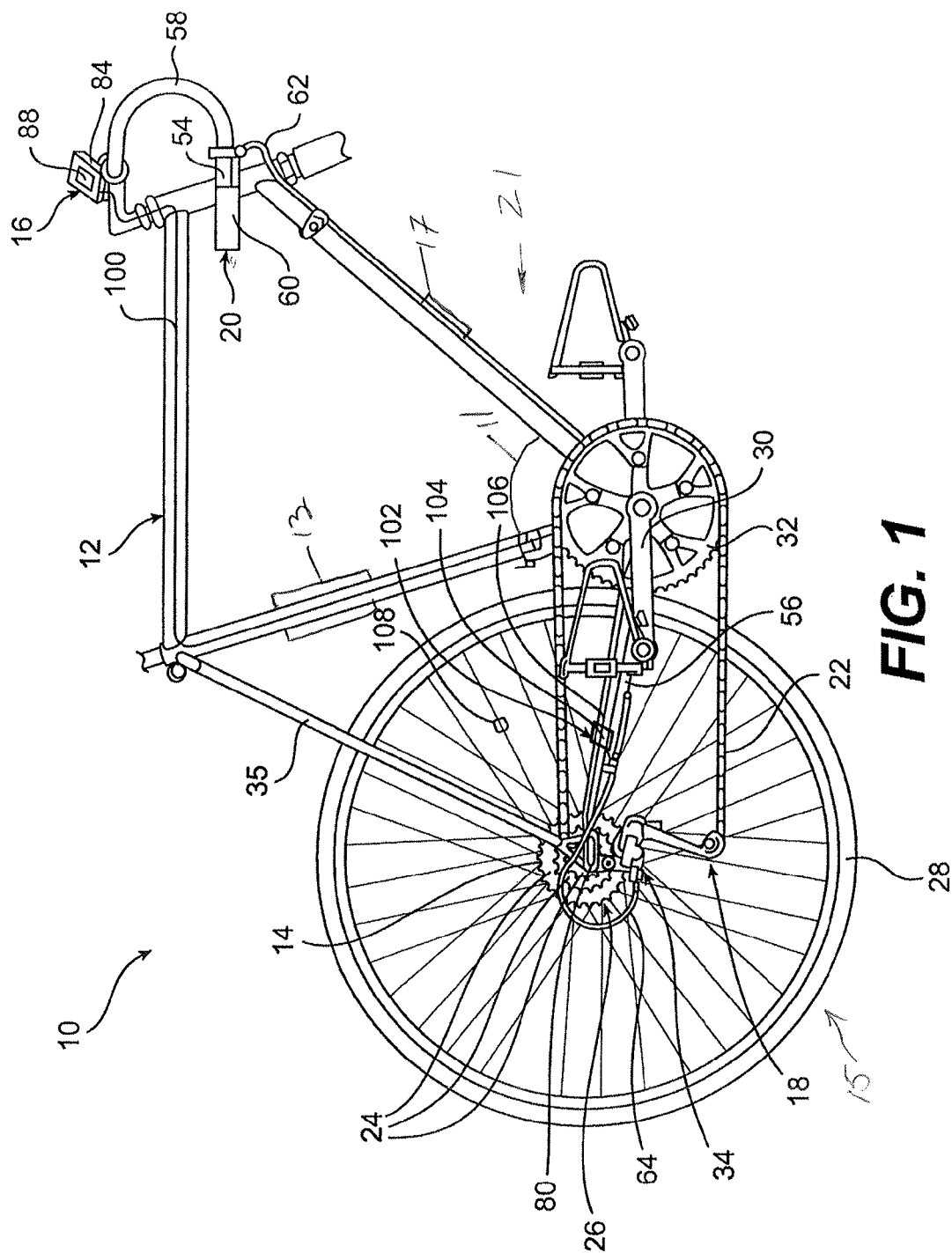


FIG. 1

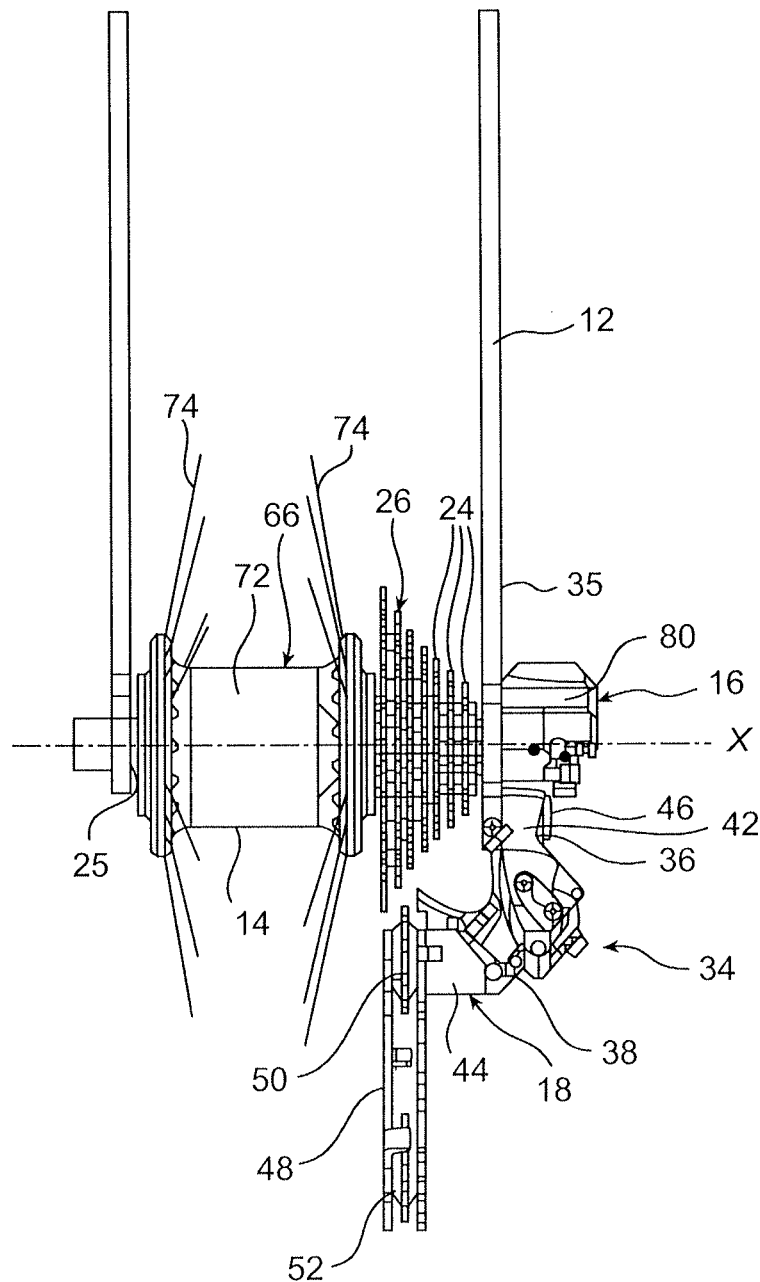


FIG. 2

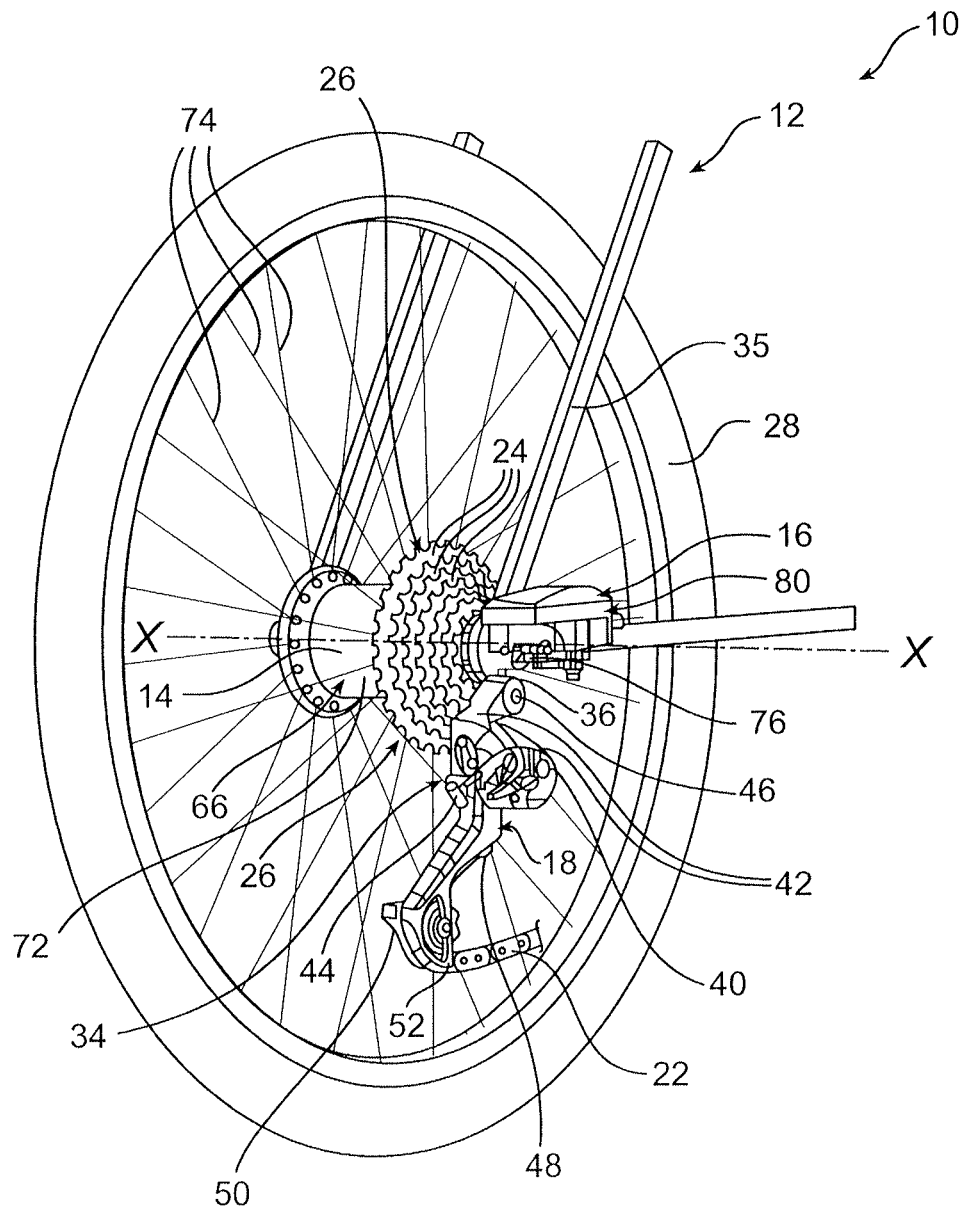


FIG. 3

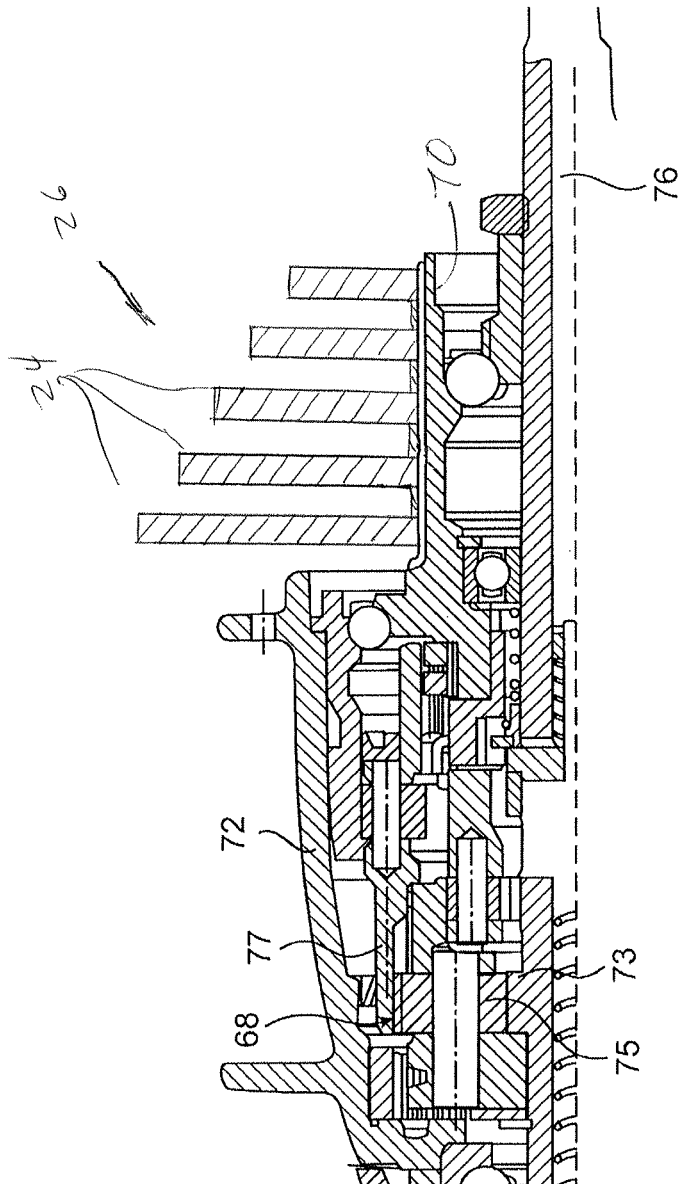
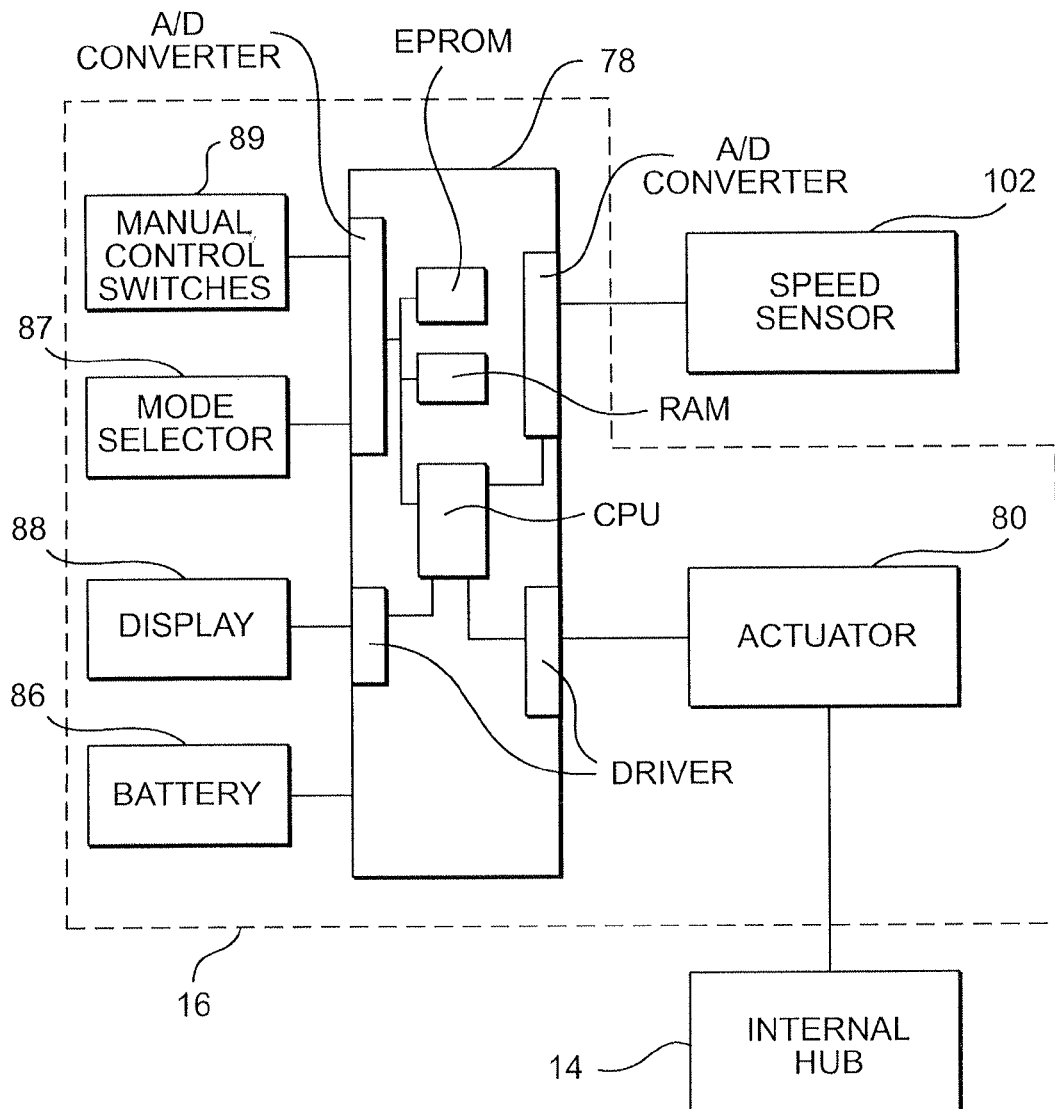


FIG. 4

**FIG. 5**

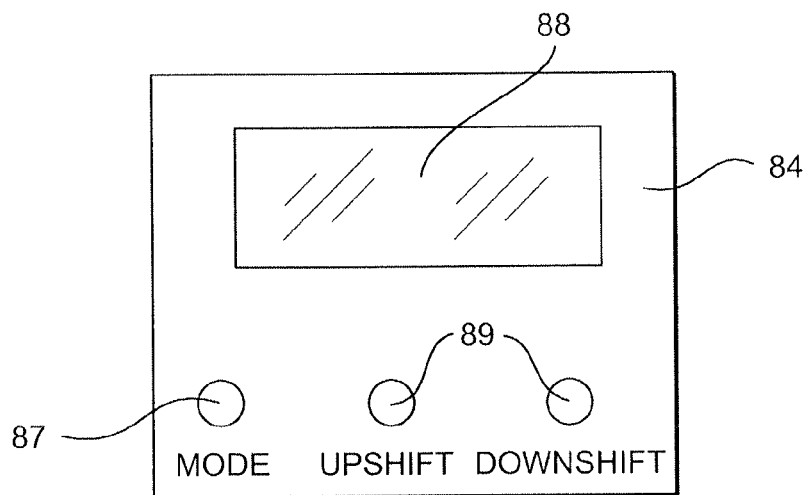


FIG. 6

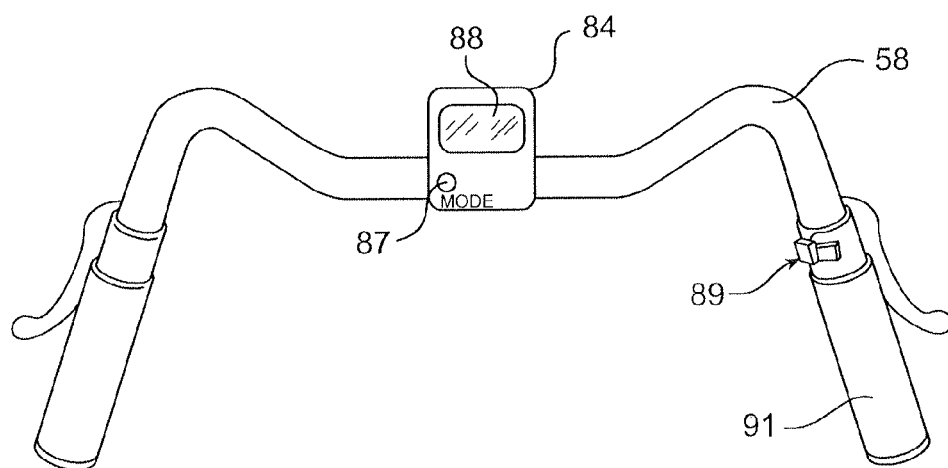


FIG. 7

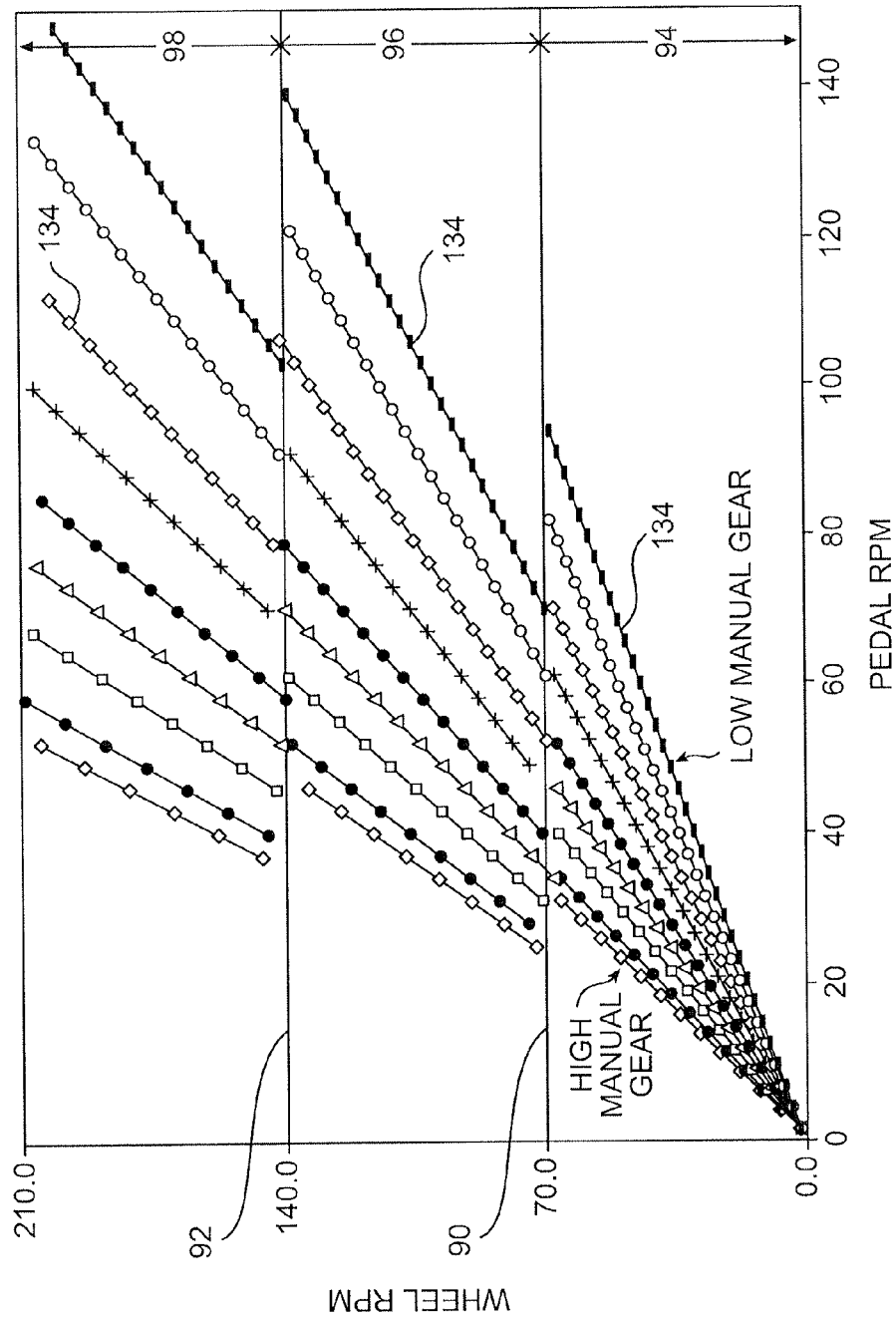


FIG. 8

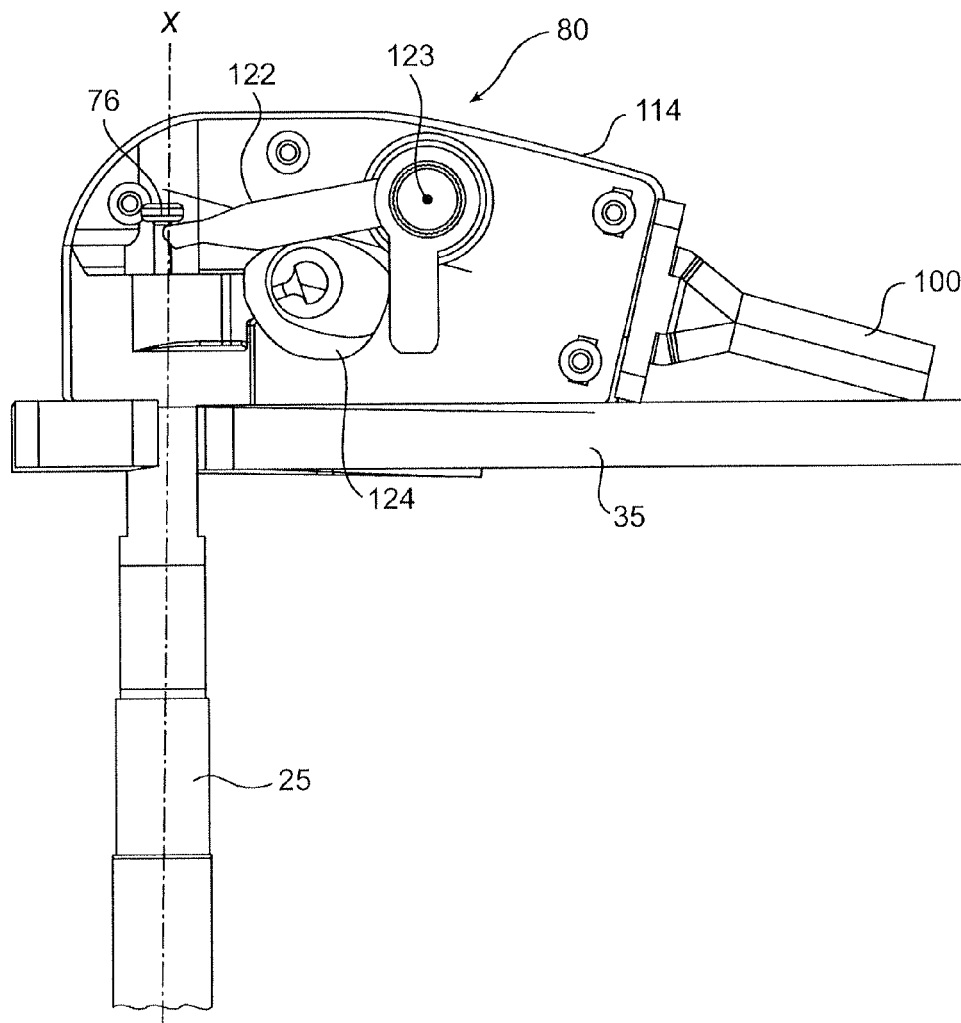


FIG. 9

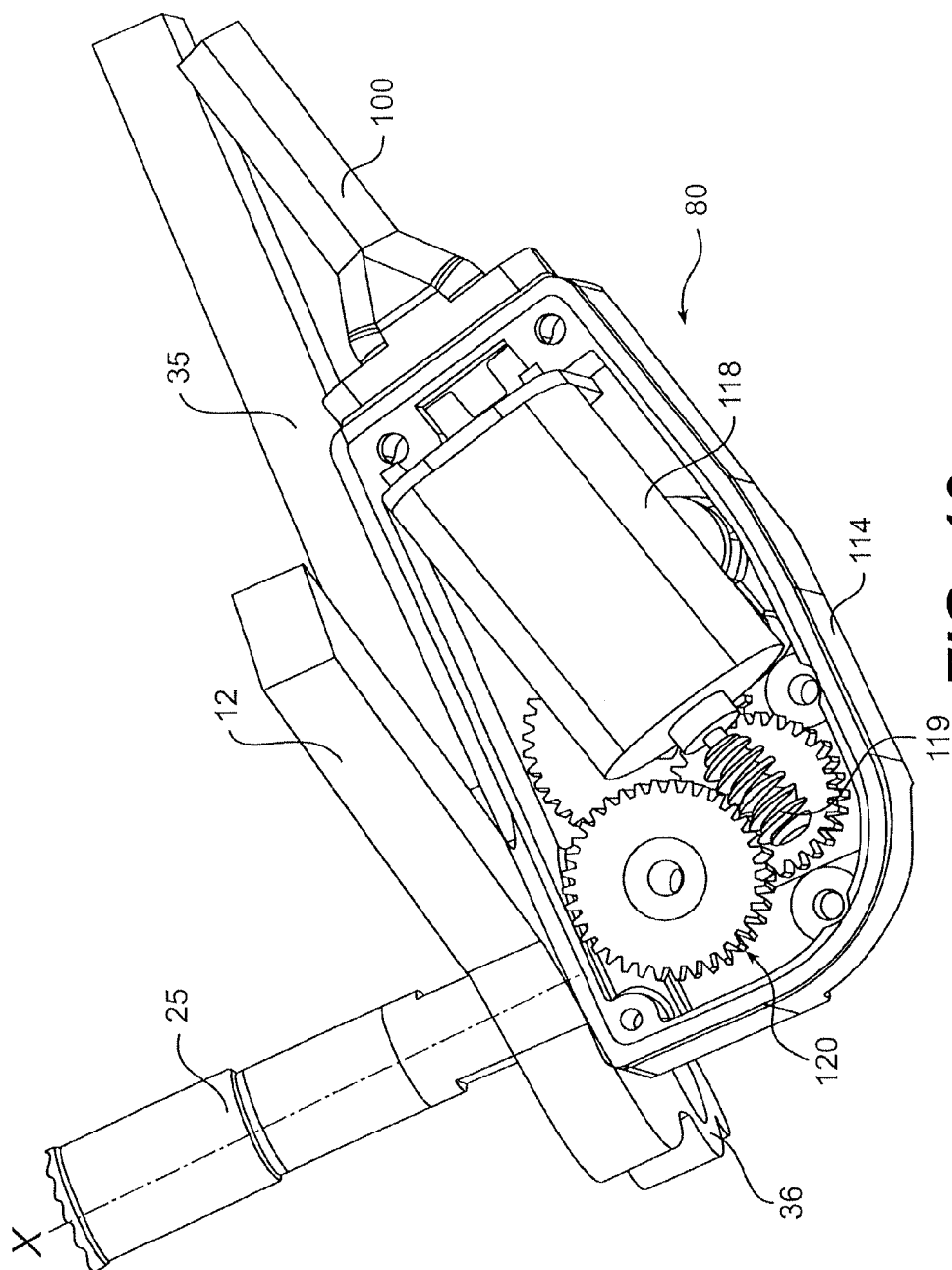
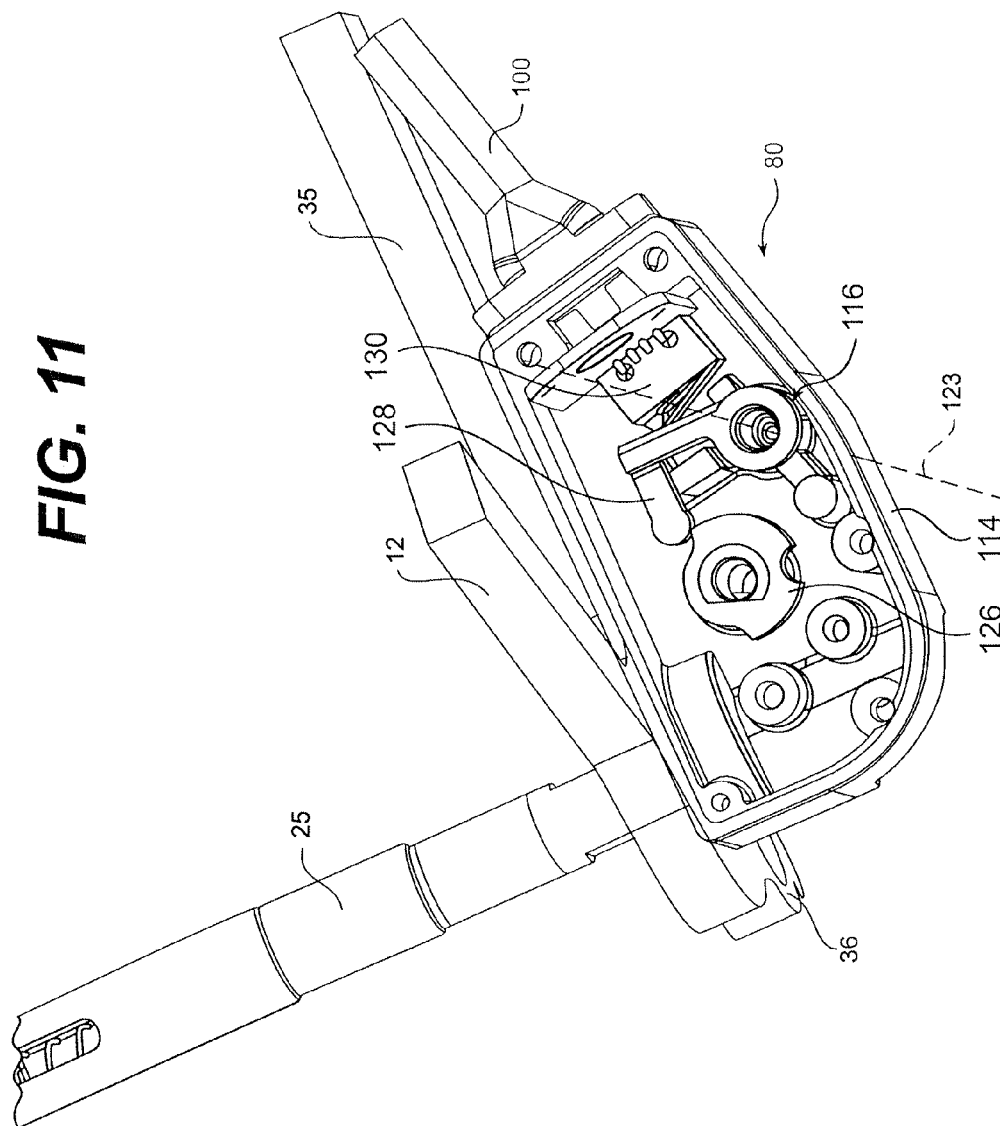


FIG. 10

FIG. 11



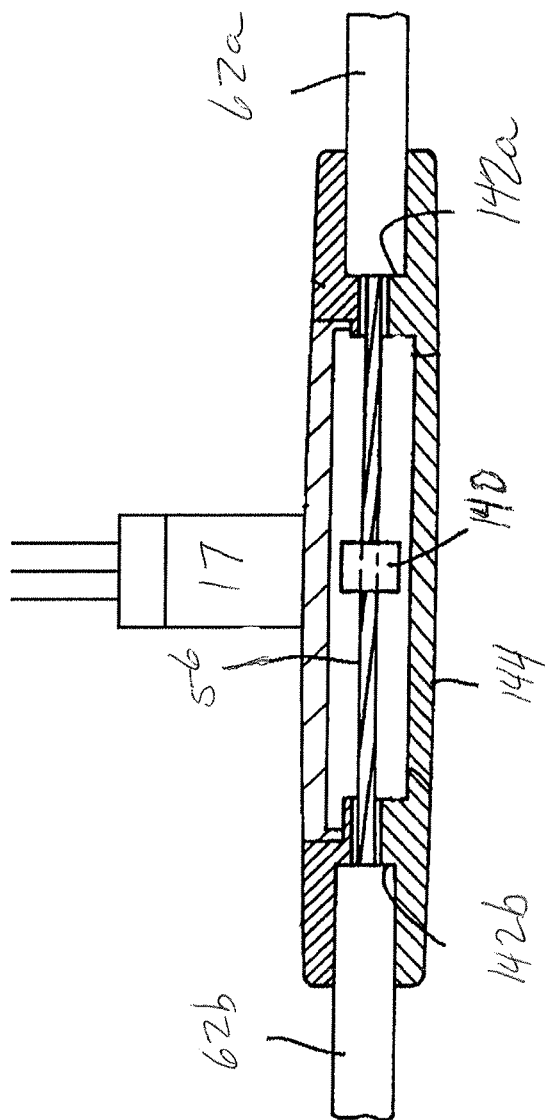


Fig. 12

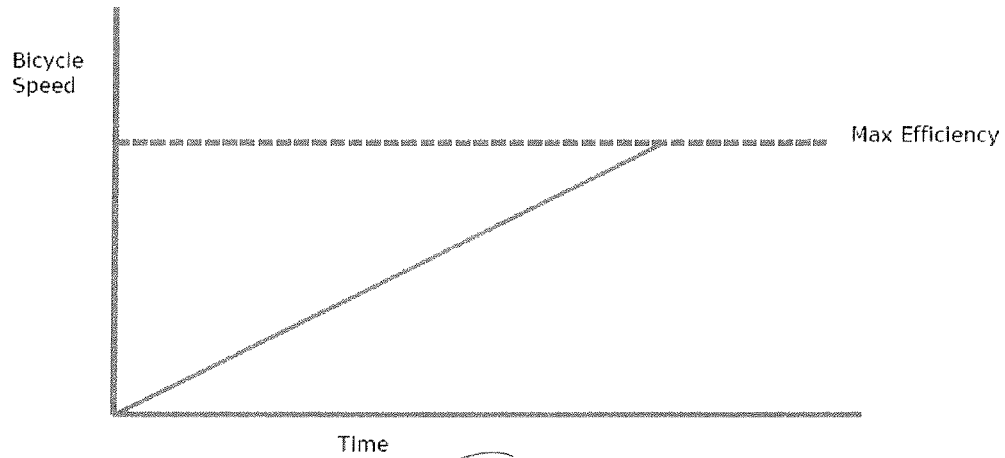


Fig. 13

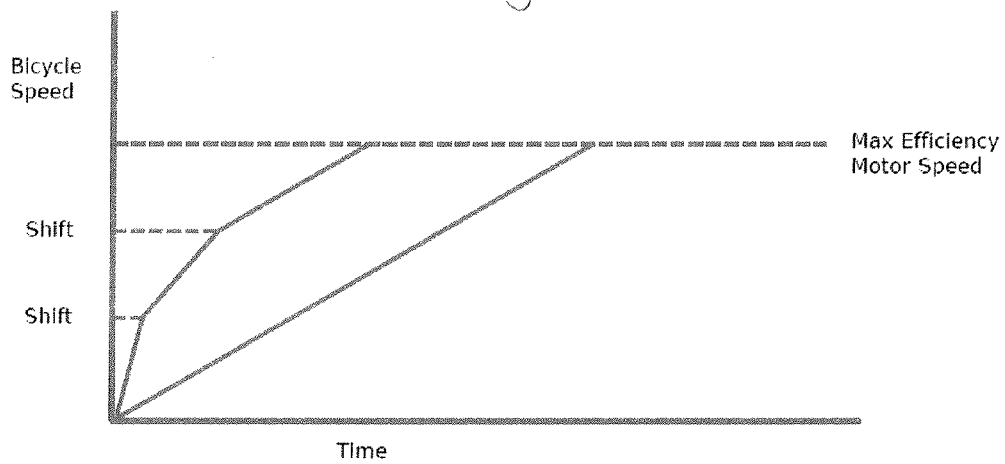
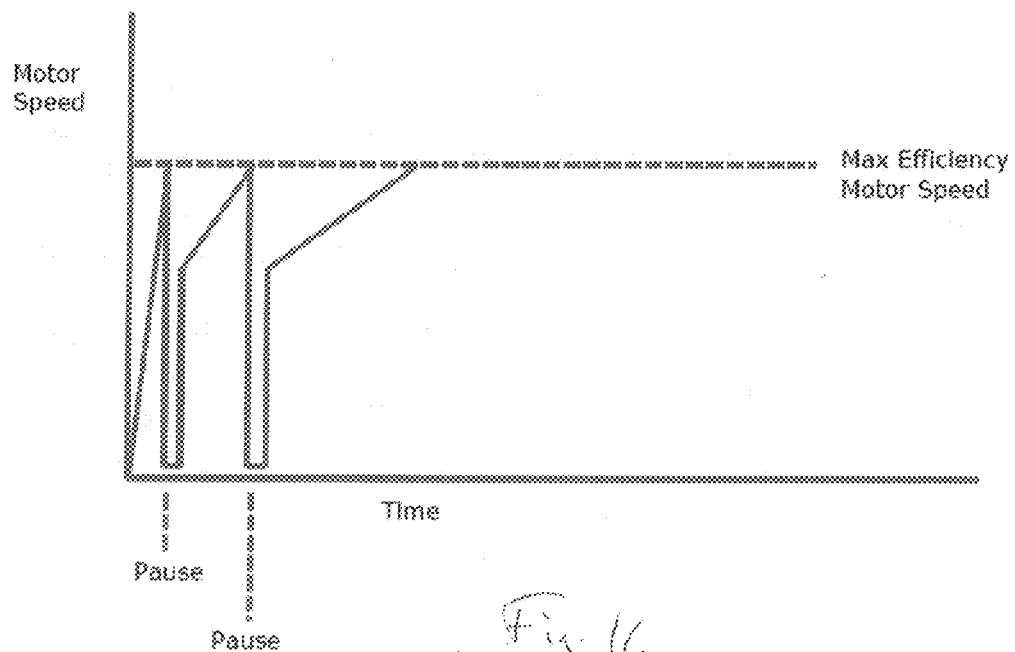
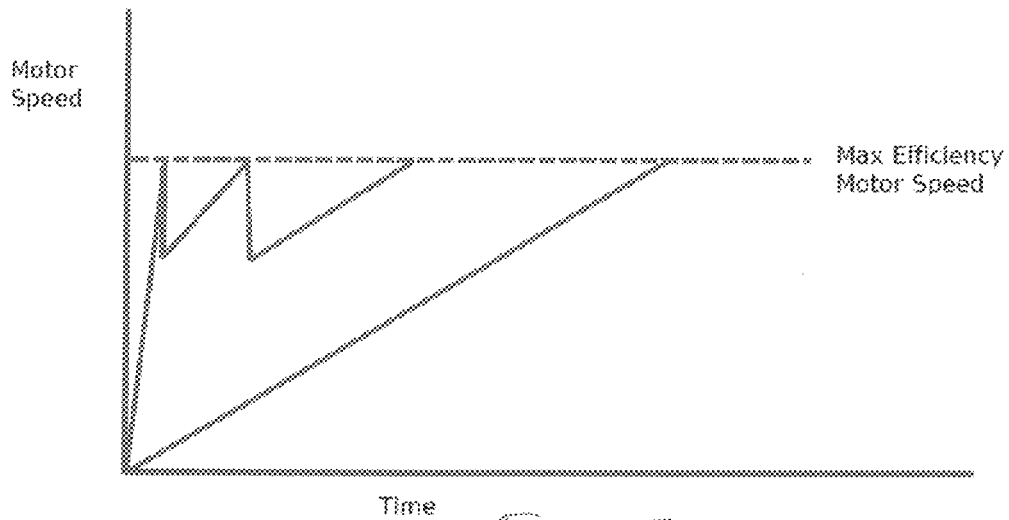


Fig. 14



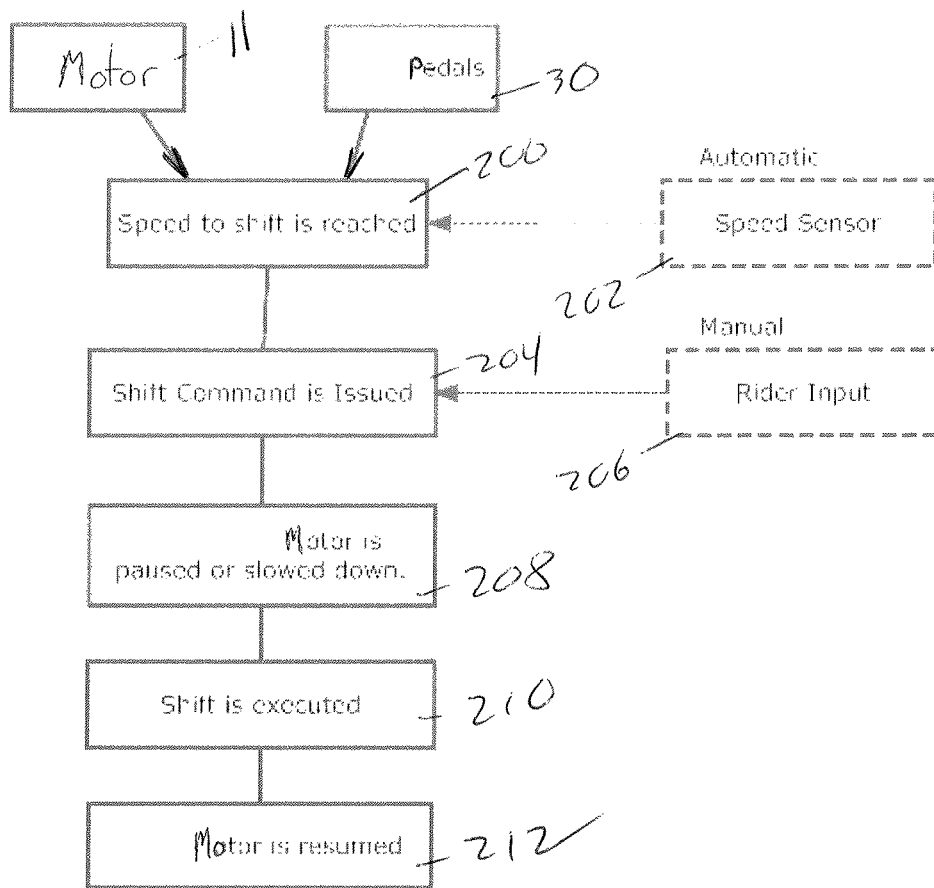


Fig. 17

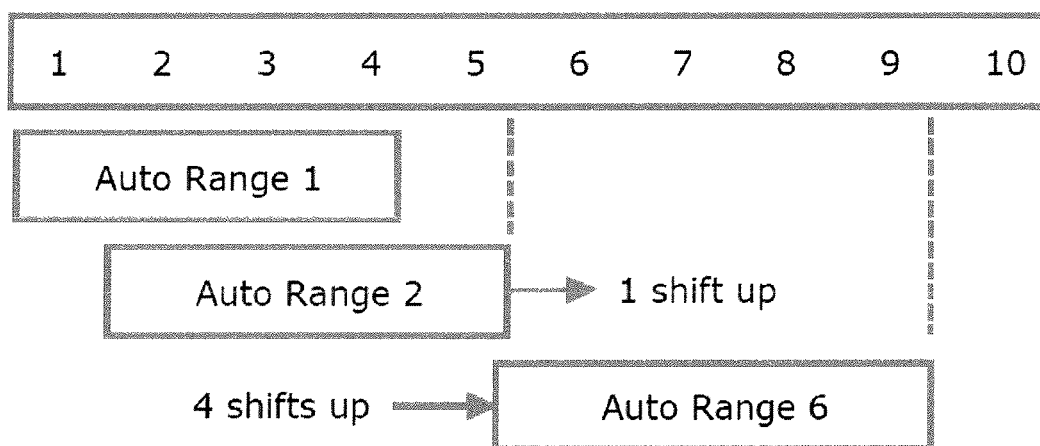
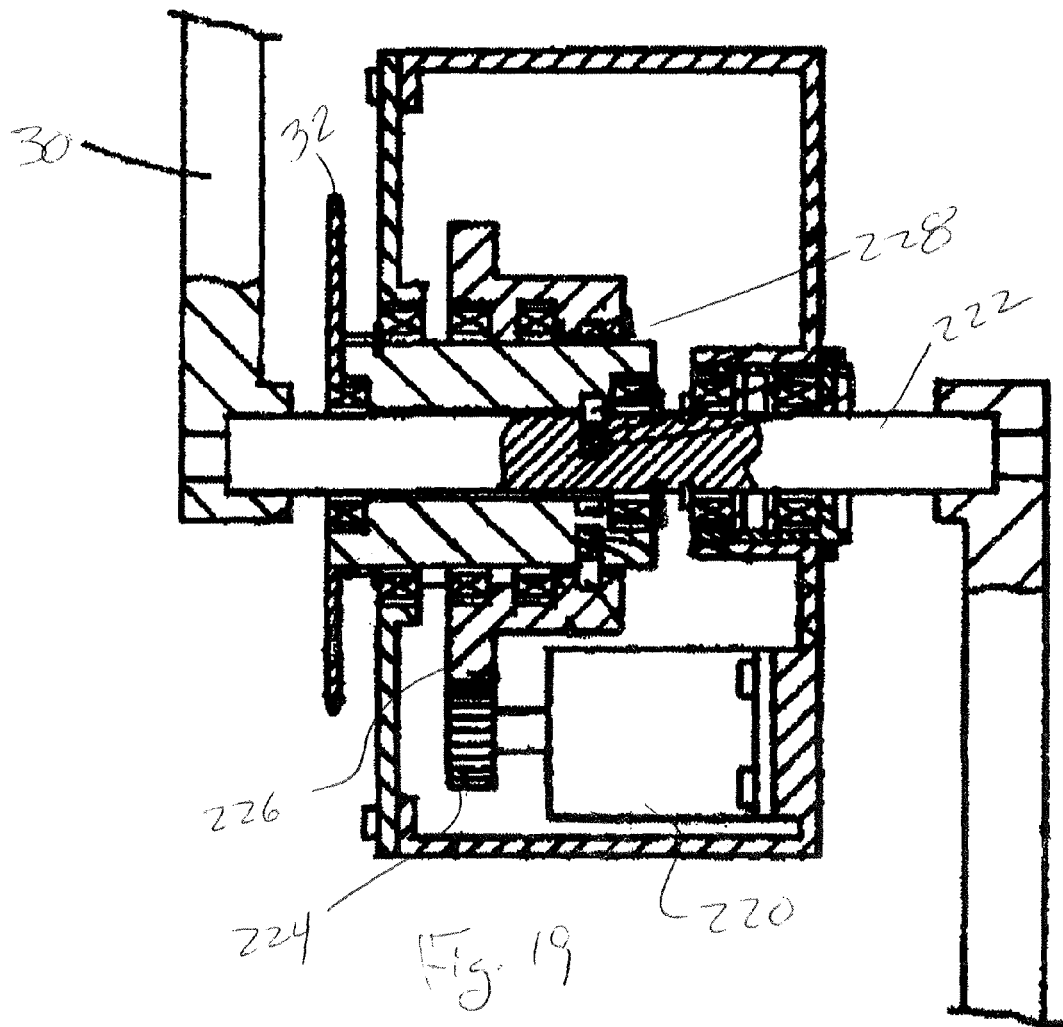


Fig. 18



ELECTRIC BICYCLE TRANSMISSION**BACKGROUND OF THE INVENTION**

The invention relates to bicycles and systems of transmitting and managing motive power from a rider and electric motor to the bicycle, specifically semi-automatic systems.

Prior art examples of bicycles with automatic shifting systems typically use variables such as bicycle speed and pedaling cadence as shifting criteria. However, it is disadvantageous for a system with a broad gear range and a large number of independent gear ratios to shift entirely automatically. With respect to broad gear ranges, unlike an automatic transmission in a car, it may be undesirable and/or unnecessary for the system to shift to the lowest gear every time the bicycle comes to a full stop.

For example, if a rider riding downhill on a bicycle supplied with an automatic shifting system comes to a complete stop, it might be preferable to shift down only a few gears in preparation for accelerating the bicycle back up to normal riding speed after the stop. In other words, it is not always necessary to start forward motion in a gear that is intended to propel the rider and bicycle up steep hills, for example.

In addition, when shifting down during deceleration and shifting up during acceleration, it may be advantageous to reduce the gear ratio by a small amount, for example only about 40% of the total range of gearing available. Furthermore, in the case where the bicycle has many closely-spaced gears, it does not make sense to shift automatically through each of the gears within a range of 40% each time the bicycle starts and stops. It may be preferable to shift only one or two gears to reach the target gear because the amount of time spent in each gear would be small and the energy used to shift through all of the intermediate gears would result in a lower battery life.

Electric motor-driven bicycles include an electric motor, which is used to assist the rider in propelling the bicycle. Typically, electric motor-driven systems can be described as either direct-drive or geared through a transmission. With respect to the direct-drive version, the motor may be located in the front or rear wheel. When energized, the motor may drive either wheel either directly or through a dedicated speed-reducing (i.e., torque-increasing) transmission—usually a set of gears. Alternatively, the motor may be located elsewhere on the bicycle and a dedicated belt or chain is used to drive either wheel directly. In all these direct-drive cases, the rider and the motor both propel the bicycle in parallel, but only the rider-produced force works through the bicycle transmission. For example, when climbing a hill, the rider may choose a lower gear of the bicycle so that the rider's input at the pedal results in higher torque at the rear wheel. The electric motor by contrast, tries to maintain speed by increasing torque and drawing more current from an attached battery.

A second class of, electric bicycle transmission is characterized by a motor driving the bicycle through a bicycle transmission. This is commonly referred to as a mid-ship gearbox. In this transmission, the gear that the rider chooses to pedal through is also the gear the motor loads pass through, both driving the rear wheel. The motor does this by directly driving the front chainring in parallel to the rider driving the front chainring. The motor may drive the chainring directly or through a dedicated speed-reducing transmission that slows down the motor speed while increasing the torque. The benefit to a speed-reducing transmission for the motor is that the motor and the rider can then pick appropriate gearing that allows both to operate in an efficient range. For example, when the bicycle is accelerating from a stop, the motor first

delivers high torque at the wheel and accelerates quickly to a first speed. Once this speed is reached, the gear should be changed to a lower torque/higher speed output until a middle speed is reached and then changed to a lowest torque/highest speed output in order to reach a final target speed.

Electric motors have a speed and load at which they operate most efficiently. However, until a motor is up to its most efficient speed, it produces a high torque to reach that speed and runs very inefficiently. It would be beneficial to allow the motor to run at its most efficient speed during acceleration.

FIGS. 13 and 14 respectively show a direct-drive electric bicycle motor accelerating to a desired, highly efficient speed and an electric bicycle motor that shifts through three distinct gears. It can be seen that the system of FIG. 14, which operates at higher torque because of the gearing, allows the motor to reach a more efficient speed before each shift is reached.

FIG. 15 shows the speed of the electric motor and directly compares the speed of the motor of a direct-drive system (with no gears) to a motor and drive system with gearing. The curve on the left, representing the geared system, reaches an efficient speed more quickly and stays in the efficient range for more time during acceleration. It also is clear that the geared system is able to accelerate more rapidly.

One concern regarding a geared, motorized system is that the loads on the bicycle drivetrain are a sum of the loads generated by the rider rotating a crankset plus the load generated by the motor. For example, a rider may generate 200 watts of power and the electric motor may generate 400 watts of power. The drivetrain, generally consisting of the front chainring, chain, rear cassette and hub will then see about 600 watts of power. This amount of power is considered hard on drivetrains. It increases wear rates and tends to increase the load on the drivetrain when the rider is attempting to manually shift gears. For bicycles without an electric motor, when a rider initiates a gear shift, the rider typically reduces the force on the drivetrain by easing pedaling forces to facilitate a smoother and quieter shift. If a rider attempts to shift under full load there is a risk of breaking the system as one gear is disengaged and another gear is engaged. Bicycle drivetrains are designed to function under both scenarios, but it should be understood that higher shift loads promote premature wear and the risk of breakage while riding.

In one existing electric drive system for a bicycle, the motor drives the rear wheel through a geared transmission producing a gear ratio selected by the rider. The system does not automatically choose the correct gear ratio. The electric motor driving the bicycle is not configured to, sense when the rider attempts to make a shift, so the drivetrain sees a full load applied by the motor even during the shift. This can damage the transmission, which can be expensive to replace or result in a derailment, which is unsafe for the rider.

There is a need for a system for propelling a bicycle through a drive system that provides for efficient and safe use of the drive system. The invention satisfies the need.

SUMMARY OF THE INVENTION

The invention generally contemplates a combination of a “dual drive” hub system with both automatic-shifting and manual-shifting means (i.e., “semi-automatic”) and an electric motor drive. The electric motor drive may be any one of a broad range of well-known systems or configurations.

One aspect of the invention includes a bicycle drivetrain with a multi-speed transmission including a three-speed internal gear hub in combination with a multi-speed cassette. The cassette is shifted manually with a derailleur and the hub is shifted automatically by a controller. The loads of the chain

pass first through the selected sprocket of the cassette and then through one of the speeds of the internal gear hub. The total or overall gear range of the multi-speed transmission system is the range of the cassette gears multiplied by the range of the internal gear hub gears. For example, a cassette might have a largest cog with 40 teeth and a smallest cog with 10 teeth resulting in a range of $40/10 \times 100 = 400\%$. The three speeds of the internal gear hub may be 0.78-1.00-1.28 giving an over-gear ratio of $1.28/0.78 \times 100 = 164\%$. Multiplying the two ranges together gives the total range of the both the cassette and internal gear hub in series $1.64 \times 4.00 = 6.56$ or 656%. This is a relatively wide range. However, it is not uncommon for a bicycle and it is desirable to use the lowest gear when climbing a hill and then use the largest gear when descending a hill. It is also advantageous on a traditional bicycle to have a large number of gears within the full range for the rider to choose from.

Another aspect of the invention is to integrate an electric motor with a bicycle multi-speed transmission such that during a gear shift the motor is temporarily stopped or slowed down in order to lessen the forces during the shift. Temporary suspension of the motor can occur when shifting manually and/or during a shift performed by an automatic shifting system.

In yet another aspect of the invention, the internal gear hub, having three speeds for example, may automatically shift from 1-2-3 when accelerating and 3-2-1 when coming to a stop. In one method of operation, the chain can remain on the same one of the plurality of manually selected sprockets on the hub. Thus, the gear range through which the bicycle is propelled is dependent on the gear range of the internal gear hub.

However, the rider also has the ability to manually shift the chain on the external sprockets. Since the overall gear range of the multi-speed transmission is combination of the internal gear hub gear range and the gear range produced by the plurality of sprockets, the user can select from a subset of gearing options that are automatically shifted and the subset can be selected by the rider by manually shifting the chain from one to another of the plurality of sprockets.

Another aspect of the invention is a combination of the motor drive system and a "dual drive" hub with the gears of the internal gear hub being automatically shifted. The shift points may be based on wheel speed but can also be based on torque or cadence, for example.

Additionally, it is also possible to apply this type of semi-auto shifting to a motorized bicycle with either only a multi-geared cassette or a multiple gear hub. It is only necessary to designate a range of automatically shifted gears and manually shifted gears within the overall gear range for either device. Having done this, it is then easy to manually shift the effective automatically-shifted gear range up or down.

Yet another aspect of the invention provides a semi-automatic bicycle shifting system including a crankset, a chainring mounted on the crankset and a chain disposed on the chainring. An electric motor is mounted to the bicycle to propel the bicycle forward. A multi-speed transmission is driven by the chain and produces a first set of gear ratios and a second set of gear ratios. A manual shift mechanism selects one of the first set of gear ratios and an automatic shift mechanism selects one of the second set of gear ratios.

In other aspects of the invention the multi-speed transmission may include a multi-speed sprocket assembly to produce the first set of gear ratios and a multi-speed internally geared hub to produce the second set of gear ratios. The manual shift mechanism may include a manually-operated derailleur and a gear selector to operate the manually-operated derailleur to

move the chain across the multi-speed sprocket assembly. The multi-speed sprocket assembly may include at least five sprockets. The multi-speed internally geared hub may operate according to a plurality of transmission modes, each of the plurality of transmission modes producing one of the second set of gear ratios. The plurality of transmission modes may be two or more modes. The automatic shift mechanism may include an automatically-actuated shifter that performs shifts based on one or more predetermined shift criteria. The predetermined shift criteria may be based on one of a bicycle speed, a crankset cadence, and an amount of force applied to the crankset. The semi-automatic bicycle shifting system may further include a controller that controls the motor and the automatic shift mechanism. The controller may be configured to stop or slow the motor during shifting. The semi-automatic bicycle shifting system may further include a shift sensor in communication with the controller, wherein the controller stops or slows the motor responsive to signals from the shift sensor. The signals are indicative of a shift. The manual shift mechanism may include a manually-operated derailleur and a gear selector to operate the manually-operated derailleur to move the chain across the multi-speed sprocket assembly and wherein the signals are indicative of an actuation of the gear selector.

The semi-automatic bicycle shifting system may further include a cable interconnecting the gear selector and the manually-operated derailleur and wherein the shift sensor generates a signal indicative of the cable moving. The multi-speed transmission may include a multi-speed internally geared hub to produce the second set of gear ratios. The multi-speed internally geared hub operates according to a plurality of transmission modes, each of the plurality of transmission modes producing one of the second set of gear ratios. The semi-automatic shift mechanism may include an automatically-actuated shifter that performs shifts based on one or more predetermined shift criteria. The shift criteria may be based on one of a bicycle speed, a crankset cadence, and an amount of force applied to the crankset. The first set of gear ratios may be a greater number of gear ratios than the second set of gear ratios. The motor may be drivingly coupled to the crankset.

BRIEF DESCRIPTION OF THE SEVERAL VIEWS OF THE DRAWINGS

FIG. 1 is a partial side view of a multiple gear bicycle incorporating the present invention;

FIG. 2 is a rear view of an internal gear hub system and a derailleur coupled to a rear wheel of the bicycle of FIG. 1 in accordance with the present invention;

FIG. 3 is a side perspective view of the internal gear hub system and the derailleur coupled to the rear wheel;

FIG. 4 is cross-sectional view of the internal gear hub system;

FIG. 5 is a schematic diagram of a shift actuator in accordance with automatic or semi-automatically shifted embodiments of the present invention;

FIG. 6 is a top view of an automatic shifter;

FIG. 7 is a top view of a portion of the handlebars of a bicycle;

FIG. 8 is a graph illustrating shift points of the bicycle versus wheel speed and pedal speed;

FIG. 9 is a bottom view of the actuator of the shift actuator which is operable automatically or semi-automatically;

FIG. 10 is a top perspective view of a motor and gear reducer of the actuator of FIGS. 2 and 3;

FIG. 11 is a top perspective view of a position sensor, a position lever, and a position switch of the actuator of FIGS. 2 and 3;

FIG. 12 is a section view of a cable motion or shift sensor;

FIG. 13 is a graph showing bicycle speed as a function of time driven by a single-speed motor;

FIG. 14 is a graph of bicycle speed as a function of time driven by a multi-speed transmission;

FIG. 15 is a graph of motor speed as a function of time driven by a multi-speed transmission;

FIG. 16 is a graph of motor speed as a function of time driven by a multi-speed transmission where the motor is paused during shifting;

FIG. 17 is a flow chart showing the steps in shifting wherein the motor is paused during shifting;

FIG. 18 illustrates the availability of different combinations of automatically shifted gears and manually shifted gears; and

FIG. 19 illustrates one embodiment of a motor that is configured to drive a crankset and front chainring and thus a drive chain.

DETAILED DESCRIPTION OF THE INVENTION

Embodiments of the invention will herein be described with reference to the drawings. It will be understood that the drawings and descriptions set out herein are provided for illustration only and do not limit the invention as defined by the claims appended hereto and any and all their equivalents. For example, the terms “first” and “second,” “front” and “rear,” “left” and “right” are used for the sake of clarity and not as terms of limitation. Moreover, the terms refer to bicycle mechanisms conventionally mounted to a bicycle and with the bicycle oriented and used in a standard fashion unless otherwise indicated.

Referring to FIGS. 1-3 of the drawings in detail, numeral 10 generally indicates a bicycle incorporating an embodiment of the present invention. The bicycle 10 includes a frame 12 supporting a semi-automatic shifting system 21 that accommodates different riding conditions as well as the comfort of different riders with only one rider-operated shifter. The semi-automatic shifting system 21 may include an internally geared mechanism 14 controlled by an automatically actuated shifter 16 and optionally, a derailleur 18 operated by a manually actuated shifter 20. In one embodiment, the internally geared mechanism 14 forms the basis for a multi-speed transmission 15 producing the total set of gear ratios for the bicycle 10. In another embodiment, the multi-speed transmission 15 includes both an internally geared mechanism 14 controlled by an automatically actuated shifter 16 and a derailleur 18 operated by a manually actuated shifter 20 to produce the total set of gear ratios for the bicycle. Alternatively, it is possible to use a derailleur 18 that is operated by a combination of automatic and manual-shifting mechanisms to provide the multi-speed transmission where one set of gear ratios are produced by an automatic shift mechanism and another set of gear ratios are produced by a manual shift mechanism. However shifted, the first and second set of gear ratios operate together to produce a final or output gear ratio that depends on the combination of selected gear ratios from the first and second set thereof.

In addition, the bicycle 10 generally includes an electric motor 11 powered by a battery 13 and controlled by a controller 78 (FIG. 5) of the shifter 16. The illustrated electric motor 11 is drivably coupled to the bicycle in a well-known

manner. Electric motor-driven bicycles are well-known and the electrical systems for operating the motor are also well-known.

For example, FIG. 19 illustrates one embodiment of a motor 11 configured to drive the crank 30 (i.e., crankset), chainring 32, and thus the chain 22 of the bicycle 10. In this embodiment, an electric motor unit 220 is drivably connected to an axle 222 through a pair of motor gears 224, 226; a first one of which is attached to the motor unit and the other of which is attached to the axle through clutch 228. When the motor unit 220 is actuated, the first motor gear 224 is turned, which rotates the second motor gear 226. The clutch 228 causes the axle to turn, which in turn causes the chainring 32 to turn.

Additionally, an embodiment of the invention contemplates incorporation of a shift sensor 17 in communication with the automatically actuated shifter 16, as will be detailed hereinbelow. While the illustrated bicycle 10 is a road bicycle, the present invention has application to bicycles of any type, including mountain bikes and others.

The derailleur 18 shifts a bicycle chain 22 between a plurality of sprockets 24 of a multi-speed sprocket assembly 26 mounted to a hub shaft 25 having an axis X (see FIG. 2). The bicycle chain 22 is powered by a crank 30 and the motor 11, both of which operatively drive a chainring 32. The bicycle chain 22 is routed from the chainring 32 to a selected one of the plurality of sprockets 24 on the rear of the bicycle to drive the rear wheel 28 at different speeds dependent upon which of the sprockets 24 is engaged. The differences in the number of teeth between each of the sprockets 24 may be small, resulting in small changes or micro-adjustments in the gear ratios. Alternatively, the differences between the number of teeth may be large, resulting in large changes or macro-adjustments to the gear ratio.

A seven-speed rear derailleur is depicted in FIGS. 1-3; however, the present invention may be applicable to various types of derailleurs. The derailleur 18 includes a parallelogram 34 pivotally connected to a hanger 36 that is connected to a rear triangle 35 of the bicycle frame 12. The parallelogram 34 generally includes inner and outer parallelogram links 38, 40 extending forwardly from base 42, and a shifter body or movable member 44 attached to the forward ends of the links 38, 40.

The base 42 is pivotally mounted on a bolt 46, which is threadably connected to the hanger 36. The movable member 44 of parallelogram 34 is held parallel to the base 42 by the parallelogram linkage, and shifts transversely inboard and outboard relative to frame 12, and in particular, relative to multi-speed sprocket assembly 26. The outer parallelogram link 40 connects the base 42 and movable member 44 by means of two pivot pins; and the inner parallelogram link 38 connects base 42 and movable member 44 through two pivot pins.

A pulley cage 48 is pivotally supported on the inner end of movable member 44, extending downwardly therefrom. An upper pulley 50 is rotatably supported in the upper part of pulley cage 48 adjacent movable member 44, and a lower pulley 52 is rotatably mounted in the lower portion of pulley cage 48. The bicycle chain 22 extends rearwardly from chainring 32 over one of the seven sprockets of the multi-speed sprocket assembly 26, then downwardly and forwardly over the upper pulley 50, then downwardly and rearwardly over the lower pulley 52 and then forwardly back to the chainring 32.

The derailleur 18 is actuated by the rider operating the manual shifter 20. The manual shifter 20 generally includes a gear selector 54 and a control cable 56 extending between the gear selector 54 and the derailleur 18. The gear selector 54 is

mounted on the bicycle **10** within reach of one of the rider's hands. In FIG. 1, the gear selector **54** is a hand-rotatable shifter mounted on an end of a handlebar **58** inboard of a stationary grip **60**. While a representative shifter has been shown, the shifter can be any of various conventional types known to one skilled in the art that actuates a control cable extending between the gear selector and the derailleur.

Movement of the derailleur **18** across sprockets **24** is actuated by pulling or releasing the control cable **56**. Pulling the control cable **56** causes the rear derailleur **18** to shift the bicycle chain **22** to a larger and more inboard sprocket, producing a lower gear or a downshift. Releasing the control cable **56** permits a cable-tensioning derailleur return spring (not shown) to shift the drive chain **22** to a smaller and more outboard sprocket **24**, producing a higher gear or an upshift.

The control cable **56**, which preferably is a multi-filament alloy or steel cable, is of the Bowden type; that is, the wire is slidably housed in an outer housing or sheath. For example, the upper end of the cable **56** resides within a housing portion **62**. Another cable portion resides within a cable housing **64** near a rear hub **66** of the bicycle **10**.

Referring to FIGS. 2-4, the internally geared mechanism **14** is a multi-speed internal geared hub system located in the rear wheel hub **66** adjacent the multi-speed sprocket assembly **26**. The internal gear hub system **14** makes use of a planetary gear mechanism **68** to provide a plurality of transmission modes. The basic structure of the internal hub **14** includes the hub shaft **25** that is rotationally fixed to the bicycle **10**, a driver **70** that is rotatably supported on this hub shaft **25** by bearings or the like and that transmits the drive force from the chain **22** via a gear (not shown), and a hub shell **72** that transmits the drive force from the driver via a plurality of drive force transmission modes. The rear wheel **28** is supported on the hub shell **72** via spokes **74**.

The planetary gear mechanism **68** that forms the plurality of drive force transmission routes or modes, generally includes a sun gear **73** about the hub shaft **25** and planet gears **75** that engage the sun gear. A ring gear **77** is provided radially outward from the planet gear **75** to engage the teeth of the planet gear **75**. The transmission path through the planetary gear mechanism **68** is selected by a shift pin **76** disposed within the hub shaft **25** that is automatically operated in accordance with the sensed wheel speed. Alternatively, the internal hub **14** may be automatically shifted based on other bicycle conditions such as cadence or crank torque. While a representative internal hub has been shown, the internal hub **14** can be any of various conventional types known to one skilled in the art.

In one embodiment of the present invention, the shifting of the internal hub **14** is electronically controlled. The automatic shifter **16** generally includes a controller **78** and an actuator **80**. Referring to FIGS. 1 and 5, the automatic shifter **16** includes a housing **84** mounted on the handlebars **58** and enclosing the controller **78**, power supply or battery **86** and a display device **88** for displaying the current gear position of the internal hub and speed of the bicycle. The controller **78** includes a microprocessor or microcontroller consisting of a central processing unit (CPU), a random access memory (RAM), a read only memory (ROM), and an input/output (I/O) interface. The controller **78** of the automatically actuated shifter **16** may also be used to control the operation of the motor **11**.

Controller **78** may be a large-scale integrated circuit microcontroller having an integrated CPU, an electrically programmable read-only memory (EPROM) into which is programmed the shifter control, display and wheel speed calculations algorithms described herein as well as predeter-

mined shift points, a random access memory (RAM), a set of digital to analog converters for accepting analog inputs from the speed sensor **102**, actuator **80**, one or more control outputs including at least one connected to actuator **80** and a display driver suitable for driving the display **88**. The controller **78** may have a reduced instruction set (RISC) CPU and has CMOS RAM to reduce power requirements. In one embodiment, the controller **78** can include a Microchip PIC 16C924 microcontroller.

While the controller **78** is preferably a single integrated circuit, its functions can be implemented in multiple circuits or devices. Further, the microcontroller may have a multi-purpose, programmable CPU which executes instructions of a computer program loaded into its EPROM, the controller could also be a more application-specific integrated circuit (ASIC) whose functions and logic, completely or to a large extent, are hardwired.

The automatic shifter **16** may also include a mode selector or switch **87** to operate the controller **78** between a manual mode and an automatic mode. The controller **78** shifts the internal hub **14** based on the stored shift points during the automatic mode or when the rider manually actuates the control switches **89** during the manual mode. Referring to FIG. 6, the mode and control switches **87**, **89** may be mounted on an outer surface of the housing **84** and coupled with the controller **78**. One of the control switches may be used for performing shifts to a higher gear from a lower gear, while the other control switch may be used for performing shifts to a lower gear from a higher gear. Alternatively, the control switches **89** may be mounted adjacent a grip **91** disposed on an end of the handlebars **58** as shown in FIG. 7. The control switches **89** are coupled to the controller **78** via a wire (not shown) extending through the handlebar **58**.

In one example, the internal hub **14** is shifted by the controller **78** in accordance with wheel speed. More specifically, the controller **78** uses the wheel speed and a current gear position of the internal hub in combination with predetermined shift points **90**, **92**, shown in FIG. 8, to automatically shift the internal hub **14**. The predetermined shift points **90**, **92** are based on wheel speed. Referring to FIG. 8, each gear of the internal hub **14** corresponds to speed ranges **94**, **96**, **98**. The predetermined shift points **90**, **92** correspond to the upper and lower limits of each speed range **94**, **96**, **98**. The speed ranges **94**, **96**, **98** represent low, middle and high gears of the internal hub **14**, respectively. When the measured wheel speed crosses over one of the speed range limits, the controller **78** generates a shift signal. The shift signal is generated by the controller **78** based on the current position of the hub **14** and the desired position of the hub **14** corresponding to the measured speed. The actuator **80** receives the shift signal via a wire **100** extending along the frame **12** between the controller **78** (see FIG. 1) and the actuator **80** and shifts the internal hub **14** to the desired gear position. Alternatively, the shift signal may be communicated to the actuator by a radio frequency transmitter coupled with the controller and received by a receiver coupled with the actuator.

To determine the wheel speed, the controller **78** is coupled to a speed sensor **102**. Referring to FIG. 1, the speed sensor **102** includes a reed switch **104** mounted on a chain stay **106** of the frame **12** and a magnet **108** attached to one of the wheel spokes **74**. The speed sensor **102** generates a speed signal responsive to the passage of the magnet **108** across the reed switch **104** and is received by the controller **78**. Each signal pulse corresponds to the passage of the magnet **108** across the switch **104** or each revolution of the rear wheel **28**. The speed signal is indicative of the current wheel speed. The controller **78** also processes the speed signal to provide an output signal

that is sent to the display device **88** to continuously display the speed to the rider. Alternatively, the reed switch **104** may be mounted on the fork of the bicycle **10** and the magnet **108** may be attached to one of the front wheel spokes.

The actuator **80** is mounted on the frame **12** adjacent the multi-speed sprocket assembly **26**. Referring to FIGS. 9-11, the actuator **80** generally includes a housing **114** enclosing a position sensor **116**, a DC motor **118** having an output shaft which terminates in a worm gear **119** that is part of a gear reducer **120**, a lever **122** pivoting about an axis **123** and a gear indexing cam **124**. When the actuator receives the shift signal via signal line **100**, the motor **118** produces a high speed, low torque motion on the gear **119** that is converted to a high torque, low speed motion by the gear reducer **120**, which in turn consists of a plurality of interconnecting gears. The gear reducer **120** rotates the gear-indexing cam **124** to which gear reducer **120** is axially affixed, the cam **124** rotating the lever **122** around axis **123**. As best seen in FIG. 9, the lever **122** drives the shift pin **76** of the internal hub **14** in or out of the hub shaft **25** into different positions depending on the desired transmission mode and the current transmission mode.

Referring to FIG. 11, the current internal hub gear position, or transmission mode, is determined by controller **78** from the position sensor **116**. The position sensor **116** includes a position cam **126**, a position lever **128** and a micro-switch **130**. Three positions on the cam **126** correspond to three gear positions, or transmission modes, of the internal hub **14**. The gear-indexing cam **124** rotates the position cam **126**. As the position cam **126** rotates, the position lever **128** is moved. The micro-switch **130** is activated every time the lever **128** moves. The micro-switch **130** generates a gear position signal that is received by the controller **78** to be used in determining the gear position of the internal hub **14**.

Alternatively, the automatic shifting of the internal gear hub system **14** may be accomplished mechanically through the use of centrifugal weights positioned within the hub, as is well-known. The hub would then be centrifugally operated to shift gears upon increased rotational speed of the hub corresponding to increased speed of the bicycle. Further, it can be appreciated that any of a number of methods or devices, which are capable of automatically shifting the internal gear hub system **14**, may be employed within the scope of this invention.

FIG. 8 illustrates how, at any given wheel speed, the rider can maintain the same wheel speed but change his/her pedaling rate or cadence by manually adjusting the derailleur. Each line segment **134** shows the linear wheel/pedal speed rate for a given selected rear sprocket and internal hub gear of a mountain bike. The change in cadence is immediate because the rider is directly changing the gearing, rather than just changing the shift points as in the stand-alone automatic hub. It does not matter what the wheel speed is, the change in pedal speed is always realized immediately.

FIG. 12 (and also referring to FIG. 1) illustrates an element for use with another embodiment of the invention. Specifically, the component includes a sensor configured to detect motion of the shift cable and may be referred to as a shift sensor **17**. One example of such a sensor **17** is a Hall Effect sensor or the like, which is configured to detect motion of the shift cable. In this embodiment, a magnet **140** is fixed to the control cable **56**. The control cable **56** slidably runs inside control cable housing portions **62a**, **62b**. One control cable housing portion **62a** extends from the sensor **17** to the shifter and another control cable housing portion **62b** extends from the sensor **17** towards the derailleur **18** (FIG. 1). The cable **56** is exposed (i.e., free of housing) at the sensor **17** between stops **142a**, **142b** formed in a sensor housing **144**. Attached to

the sensor housing **144** or some other fixed point within an effective sensing distance of the magnet **140** is the sensor **17**. The sensor **17** detects the presence and the level of magnetization of the magnet **140**. In this example, it is not the level of magnetic flux, but rather the change in magnetic flux that indicates that the magnet **140** is moving either closer or farther from the sensor **17**. The movement of the magnet **140** indicates that the cable **56** is moving and that the derailleur **18** is likewise moving and producing a gear shift from one of the plurality of sprockets **24** (FIG. 1) to another of the sprockets responsive to the change in cable position.

The sensor **17** is in communication with the controller **78**. The controller **78** is programmed to respond to signals from the sensor indicative of cable movement by entirely or partially reducing the power to the motor **11** before and/or while the shift occurs. The resulting power reduction of the motor **11** temporarily reduces tension on the chain **22**, and thus on the remainder of the gear train components, with the effect of preventing missed shifts and reducing the load at which the shift occurs.

Further embodiments (not shown) contemplate another means of detecting when a shift is being initiated by the rider. One such embodiment contemplates providing a touch sensor on a lever of a known gear select mechanism or a Hall Effect sensor arrangement to detect rotation of a "grip shift" style gear select mechanism (see the hand-rotatable shifter **54** in FIG. 1, for example). When the rider touches the lever or rotates the grip of the shifter, the motor **11** is temporarily paused or stopped. The motor **11** may be restarted once the rider removes his hand from the lever or after a predetermined time period following removal of the hand from the lever or after the grip is moved to cause the shift. One may easily envision a control circuit or routine that brings the motor **11** up to full torque gradually after the shift is completed.

FIG. 17 illustrates a simplified flow chart showing a method of temporarily pausing the motor during gear shifts. Generally, the motor **11** and crankset/pedals **30** together generate the force on the multi-speed transmission **15** to bring the bicycle **10** up to speed. A shift **204** can occur automatically when a predetermined shift speed is reached **200**, sensed by a speed sensor **202**, and/or a shift input is generated by the rider **206** and sensed. In response to the sensed shift signal **204**, the motor **11** is paused or slowed down **28**, the shift is executed **210** and operation of the motor is resumed **212**.

Turning to FIG. 18 and referring to "Auto Range 1," the automatically shifted part of the overall or total gear range is from the lowest gear ratio 1 to gear ratio 4. In this way, if the bicycle **10** comes to a stop, the system will automatically shift from gear ratio 4 down to gear ratio 1. The shift may occur sequentially: 4-3-2-1. Alternatively, the shift may jump directly from gear ratio 4 to gear ratio 1. However, as the bicycle accelerates, it may be most desirable to shift sequentially from first gear: 1-2-3-4. Once the bicycle is up to the desired speed, the rider can then adjust the range of automatically shifted gears up one gear ratio. This is shown in "Auto Range 2." When the bike comes to a stop in Auto Range 2, the gears automatically shift down from gear ratio 5 to gear ratio 2, and back up to ratio 5 upon acceleration. Similarly, if the rider adjusts up to "Auto Range 6," the range of automatically shifted gears is from 6-9. In this way, the system will not shift all the way to the lowest gear upon stopping. Rather, it will just shift down to a selected lowest automatically shifted gear range such that the motor operates at a desirable speed and rider can resume to a desired cruising speed in an efficient and desired way.

While this invention has been described by reference to particular embodiments, it should be understood that numer-

11

ous changes could be made within the spirit and scope of the inventive concepts described. Accordingly, it is intended that the invention not be limited to the disclosed embodiment but that it have the full scope permitted by the language of the following claims.

The invention claimed is:

1. A semi-automatic bicycle shifting system, comprising:
a crankset;
a chainring mounted on the crankset;
a chain disposed on the chainring;
an electric motor mounted to the bicycle to propel the bicycle forward;
a multi-speed transmission driven by the chain and producing a first set of gear ratios and a second set of gear ratios;
a manual shift mechanism to select one of the first set of gear ratios;
an automatic shift mechanism to select one of the second set of gear ratios;
a controller for controlling the motor; and
a shift sensor in communication with the controller, wherein the controller stops or slows the motor responsive to signals from the shift sensor.
2. The semi-automatic bicycle shifting system of claim 1, wherein the motor is drivingly coupled to the crankset.
3. The semi-automatic bicycle shifting system of claim 2, wherein the multi-speed transmission includes a multi-speed sprocket assembly to produce the first set of gear ratios and a multi-speed internally geared hub to produce the second set of gear ratios.
4. The semi-automatic bicycle shifting system of claim 3, wherein the manual shift mechanism includes a manually-operated derailleur and a gear selector to operate the manually-operated derailleur to move the chain across the multi-speed sprocket assembly.
5. The semi-automatic bicycle shifting system of claim 4, wherein the multi-speed sprocket assembly includes at least five sprockets.
6. The semi-automatic bicycle shifting system of claim 3, wherein the multi-speed internally geared hub operates according to a plurality of transmission modes, each of the plurality of transmission modes producing one of the second set of gear ratios.
7. The semi-automatic bicycle shifting system of claim 6, wherein the plurality of transmission modes is two or more modes.
8. The semi-automatic bicycle shifting system of claim 3, wherein the automatic shift mechanism includes an automatically-actuated shifter that performs shifts based on one or more predetermined shift criteria.
9. The semi-automatic bicycle shifting system of claim 8, wherein the predetermined shift criteria is based on one of a bicycle speed, a crankset cadence, and an amount of force applied to the crankset.
10. The semi-automatic bicycle shifting system of claim 2, wherein the controller controls the motor and the automatic shift mechanism.
11. The semi-automatic bicycle shifting system of claim 1, wherein the signals are indicative of a shift.

12

12. The semi-automatic bicycle shifting system of claim 1, wherein the manual shift mechanism includes a manually-operated derailleur and a gear selector to operate the manually-operated derailleur to move the chain across the multi-speed sprocket assembly and wherein the signals are indicative of an actuation of the gear selector.

13. The semi-automatic bicycle shifting system of claim 1, further comprising a cable interconnecting the gear selector and the manually-operated derailleur and wherein the shift sensor generates a signal indicative of the cable moving.

14. The semi-automatic bicycle shifting system of claim 1, wherein the multi-speed transmission includes a multi-speed internally geared hub to produce the second set of gear ratios.

15. The semi-automatic bicycle shifting system of claim 14, wherein the multi-speed internally geared hub operates according to a plurality of transmission mode, each of the plurality of transmission modes producing one of the second set of gear ratios.

16. The semi-automatic bicycle shifting system of claim 14, wherein the automatic shift mechanism includes an automatically-actuated shifter that performs shifts based on one or more predetermined shift criteria, wherein the automatically-actuated shifter is responsive to the controller.

17. The semi-automatic bicycle shifting system of claim 16, wherein the predetermined shift criteria is based on a one of a bicycle speed, a crankset cadence, and an amount of force applied to the crankset.

18. The semi-automatic bicycle shifting system of claim 1, wherein the manual shift mechanism includes a manually-operated derailleur and a gear selector to operate the manually-operated derailleur to move the chain across the multi-speed sprocket assembly and wherein the signals are indicative of an actuation of the gear selector and wherein the multi-speed transmission includes a multi-speed internally geared hub to produce the second set of gear ratios.

19. The semi-automatic bicycle shifting system of claim 18, further comprising a cable interconnecting the gear selector and the manually-operated derailleur and wherein the shift sensor generates a signal indicative of the cable moving and wherein the multi-speed internally geared hub operates according to a plurality of transmission modes, each of the plurality of transmission modes producing one of the second set of gear ratios.

20. The semi-automatic bicycle shifting system of claim 19, wherein the automatic shift mechanism includes an automatically-actuated shifter that performs shifts based on one or more predetermined shift criteria, wherein the automatically-actuated shifter is responsive to the controller.

21. The semi-automatic bicycle shifting system of claim 20, wherein the predetermined shift criteria is based on one of a bicycle speed, a crankset cadence, and an amount of force applied to the crankset.

22. The semi-automatic bicycle shifting system of claim 1, wherein the first set of gear ratios are a greater number of gear ratios than the second set of gear ratios.

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